

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, DEC. 17, 1892.

Internal Improvements.

Internal Improvements of all sorts, shapes and sizes, are the order of the day throughout the country, and in no State that we know of is the feeling more strongly excited than in the good old North State, which seems at length anxious to dispense with, and repudiate her unfortunate sobriquet of Rip Van Winkle. Perhaps it displays itself less noisily than with some others, but a careful examination of the proceedings of recent Legislatures, and some knowledge of the views of the people of the interior, obtained through the medium of the press, and by actual contact with them in repeated visits to the Western section, have convinced us that this spirit amounts to a determination, and will not rest satisfied, until a very general system shall have been perfected. The only difficulties to be dreaded are, that matters will be hurried on in advance of the available resources of the State; and that local and sectional interests may force through conflicting and perhaps mutually injurious schemes, thus destroying all idea of a system. It will be the policy of all thoughtful friends of Internal Improvement, and of the State, to make haste slowly and cautiously.—Already we are threatened with two main lines through the State, competing with each other for the same through line, we mean, of course, that by the Raleigh and Gaston and Central Road, connecting with the Charlotte and South Carolina Road, which will in some measure be a competitor with our line for the travel between the North and the South, and still again a connection between the Central Road at Greensboro' and the Richmond and Danville Road is among the things to be dreaded in the future, being another competitor for the same travel and forming precisely the route contemplated by the friends of the Charlotte and Danville scheme. And further, it would seem that the idea of a metropolitan route, from Raleigh to the South Carolina Roads, via Fayetteville, Cheraw, etc., has not been yet abandoned, but has revived by the contemplated construction of the North Eastern Road from Charlotte to a point on the line of the Manchester Road, and the Cheraw and Darlington Road from that point to Cheraw, with the avowed desire and intention on the part of the people of Charleston to extend it to the North Carolina Coal Mines in Clatham county, N. C. From the mines to Raleigh is a very short distance, and that gap being filled, as filled it would be, the much talked of metropolitan route, another competitor for the same through travel would be completed. It can neither be the interest of the State nor in accordance with any wise system or just policy to encourage and foster the construction of so many lines, which must necessarily prove mutually injurious instead of mutually advantageous to each other and to the State. What is done is done, and we will not say anything against it, but certainly it would seem that two routes through the State, the lower by way of Wilmington and the upper by way of Charlotte and Raleigh, are enough in that way, without setting up two others—the Charlotte and Danville and the Metropolitan. New works should either be fed into the routes already constructed or should open up new channels of trade for themselves. We attach no blame to the counties along the line of, say, the Metropolitan route, for they of course, want to be placed in communication with the rest of mankind by railroads, and are willing to take up with any project which will afford them the facilities they require, but certainly it is the part of the Legislature of the State, while it does its duty to afford to them the facilities which are their due, to see that the works for that purpose are planned with regard to some just system and will not have the effect of helping to cut the throats of works already constructed and in which the State is a large stockholder.

So far as the Charleston project of reaching our mines is concerned, it need give us very little uneasiness, so far, at least, as a competition in the coal trade is concerned. Our people will never abandon the Deep River improvement, until it can be made fully available, and if so made, some mode will be devised to remove the difficulties between this point and Fayetteville. Or, even supposing that a railroad communication should be considered indispensable, we have still immeasurably the advantage of Charleston. The charter of the Wilmington and Raleigh Railroad gives it the power to construct branches. A branch from Faison's depot would reach the mines in a distance of a little over half more than the length of a road from Fayetteville to that point, and the branch could be built with the unsold stock of the company, which is over a million of dollars. We mention this merely as a matter of speculation, which it may never be necessary to reduce into practice, but which again it may, and which will be available to guard against certain contingencies.

The Mail from Raleigh.

We have noticed lately our frequent failures to receive the letters of our Raleigh correspondent, and have, after enquiry, traced the delay and difficulty to the post office at Goldsboro', where, from some cause or other, no one seems to be prepared to deliver the Raleigh mails to the mail agent on the train. This we know to have been the case in the last instance of failure, some two or three days ago. The conductor waited beyond his time, but not even a light appeared in the post office until the cars had gone well under way. Several such instances of negligence have been mentioned to us, but we forbear to expose them now or to make further remark, hoping that this hint may be sufficient. If not, it may be requisite to speak more plainly, and it shall be done.

CASHIER.—MR. WILLIAM RESTON has been appointed Cashier of the Branch Bank of the State in this place, to fill the vacancy occasioned by the death of Col. Wm. E. ANDERSON. The appointment, we have little doubt, will give general satisfaction.

MR. Wm. D. SMITH, has also been appointed Teller of the branch, to fill the place made vacant by the promotion of Mr. RESTON.

SALE OF FERRIES.—On Monday the Causeway and Ferris over Eagle's Island, immediately opposite town, the property of the Wilmington and Manchester Railroad Co., were sold at auction for \$3,450. On a credit of one, two and three years. Martin Schulken & Co., were the purchasers. There were one or two reservations connected with the sale, but it is unnecessary to relate them.—Herald.

We also learn, that 20 shares of Wilmington and Raleigh Railroad stock was sold at auction on the above day, at \$80 per share.

GOV. FOOTE, of MISSISSIPPI.—The "Ion" correspondent of the Baltimore Sun learns beyond a doubt that Gov. Foote will be returned to the United States Senate by the Mississippi Legislature a year hence. If so, Foote will have proved himself possessed of a remarkable faculty of falling upon his feet, for his career would have laid any other man on the shelf, as a similar one has, no doubt, done Mr. Cobb of Georgia.

GOV. FOOTE, of MISSISSIPPI.—We are requested to state that an internal meeting will be held at Jacksonville.

The Zephyr.

Tuesday afternoon we paid a visit to the new steamer by the above name, which has just arrived here from Wilmington, Delaware, and is intended to run as a passenger boat between this place and Fayetteville. She is 120 feet in length, 21 1/2 feet beam, 5 1/2 feet hold,—has two inclined engines, the combined power of which is over one hundred horse; the engines capable of being uncoupled, and acting separately; when tried on the Delaware river, she attained a speed of fourteen miles an hour. She will not draw, with all on board, more than eighteen inches.

From the above dimensions, power and speed, it will be seen that the "Zephyr" is a larger and more powerful class of boat than has heretofore been used in this business, at the same time that her draught of water is graduated expressly for the trade of the Cape Fear River. She is fitted up in the most beautiful and convenient style, with all the modern appliances, and is equal in every respect to the Delaware or North River boats of a similar class. Her saloon is 48 feet in length,—the ladies' portion divided from the rest by handsome curtains; the wood-work painted white, and the panels ornamented with gilding, and decorated with papier mache scrolls, also gilt. The windows between the saloon and the deck are fitted with stained glass. Being intended as a day boat, she has no berths. It is calculated that she will make the run up in about four hours; that down in about ten hours.

Upon the whole, her appearance and general arrangement reflects credit upon her builders, Messrs. Harlan & Hollingsworth, Wilmington, Delaware, and she promises to be a valuable addition to the trade of this place and Fayetteville. We hope that she will receive the patronage which the enterprise of her owners, Gen. McKee, Col. John McKee, Capt. R. McKee, and it may be one or two others, richly deserves. We believe that her cost has been about sixteen thousand dollars. We think our Fayetteville friends will be equally pleased with her.

Congress.

The Senate was not in session on Friday. In the House the time was mainly taken up with a resolution offered by Mr. Brooks of New York, proposing to refer the whole subject of the tariff to a select committee, with power to collect testimony, examine witnesses, and report a bill by the 25th of January. Independent of all other reasons for opposing the resolution, the Democratic members are unwilling to embarrass the incoming administration and Congress by any hasty action; besides believing that the short session is not the time for the proper consideration of a matter of so much importance as a revision of the revenue system of the country. The resolution will not pass.

By the bye, we are informed that the President of the W. & F. Passenger Line, D. McKee, Esq., has sent a mysterious missive to the Editor of the Journal, a copy of which runs thus:—

"Compliments, James Fulton and Lady will pass free on steamer 'Zephyr' for one year."

Did you ever read of such a sly dog? His Lady, eh? Come tell us all about it,—when does it come off? Speak—unfold—Herald.

We would answer the Herald-man's question by asking another. Didn't he get a similar missive; passing "T. Burr, Jr., and Lady for one year," etc.? Will he be so good as to "speak—unfold?" "Come tell us all about it,—when does it come off?" We guess the President of the W. & F. Passenger Line must have meant a good natured quiz upon the unfortunate of the Herald and Journal when he passed their respective ladies free. *Lucas a non lucendo.* Burr had better try before the year is out.—Once we did know an onhandsome man as he is to get married, but it was like Jake Fullenwider's getting to heaven "mit a tam tight squeeze."

A NEW KICK.—News from the city of Mexico to the 20th ult., reports the revolution everywhere successful, State after State having declared for the cause of Santa Anna. But the newest thing of all is that General Comonfort Boulton, a Frenchman, who, at the head of a revolutionary force, defeated the Federal General Blanco, has declared the State of Sonora independent, and annexed to France!

THE STANDING COMMITTEES OF CONGRESS.—We deem it unnecessary to publish the Standing Committees of either House, since they are precisely the same as during the last session, save in cases where appointments have been made to supply vacancies caused by death or resignation, and the changes so arising are unimportant.

RESISTING THE FUGITIVE SLAVE LAW.—A Bill is now before the Lower House of the Ohio Legislature "to protect the rights of persons claimed as fugitives," similar in its provisions to the famous Vermont Law upon that subject. Prosecuting attorneys are to apply for writs of Habeas Corpus where persons are arrested, and if either party ask, a trial by Jury shall be granted, etc. Its passage is considered doubtful.

Seven Days Later from Europe.

The Steamship Niagara arrived at New York on Friday, with Liverpool dates to the 27th ult. The British Ministry have abandoned protection, D'Israeli having declared in Parliament that they never intended to repeat any measures of the Free Traders; Parliament finally concurred fully in the doctrine of Free Trade, and thus the question may be considered as settled. The Empire is quietly assuming power and place in France.

LOSS BY THE FIRE AT SACRAMENTO.—The loss by the fire which occurred last month at Sacramento, California, is estimated at \$10,000,000. There is reason to hope that this estimate is very much exaggerated, as, indeed, is usually the case. It is no doubt very heavy, even at the most moderate calculation.

GOV. FOOTE, of MISSISSIPPI.—We have been requested by the President, N. N. Nixon, Esq., to state that the time for receiving proposals for the construction of the Wilmington and Topsis Sound Plank Road, has been extended to the 20th inst.

Later from California.

The Steamer Illinois arrived at New York on the 12th inst., from Aspinwall. She brings 550 passengers, and \$2,000,000 in gold on freight, and upwards of \$400,000 in the hands of passengers. She left Aspinwall on the 2nd inst.

The loss by the fire at Sacramento, on the 10th November, as already stated, exceeds \$10,000,000. Contributions for the relief of the sufferers were immediately opened in all the principal towns, and \$300,000 has been collected in San Francisco in 10 days. The loss by the fire at Marysville is about \$100,000, and the loss by the San Francisco fire will not exceed \$100,000.

The vote polled at the Presidential election was over 70,000, and the Democratic majority was nearly 5,000. The entire Democratic State ticket was chosen, including McDougall and Latham for Congress. In the Legislature the Democrats have 20 out of 27 Senators, and upwards of two-thirds of the Assembly.

The number of lives lost at the Sacramento fire was eight or ten, and the number of buildings burnt sixteen hundred. The wind was blowing a gale, and the fire commenced fearfully and rapidly. Every public building in the city, with the exception of the Court-house, was destroyed. Three hundred and fifty buildings, many of them brick, had been erected within nine days, and a hundred more were going up rapidly.

The Raleigh Mail.

We are in receipt of a letter from Mr. Whitaker, the Post Master at Goldsboro', in relation to the failure of the mails from Raleigh. As we have no position to do Mr. Whitaker the slightest injustice, or to injure him in any way, we give the substance of his statement with regard to the alleged delays at his office.

He says that when at home, no train has ever passed his office without receiving the Raleigh mail; and that Mr. Lougee, who acts for him when absent, assures him that but one mail passed him, and that he was in the office at least fifteen minutes before the train left, and no application was made to him for the mail. We must think Mr. Lougee somewhat mistaken in this last statement, since certainly, neither the mail agent, Mr. Walker, and the train agent, Mr. Lynch, support him.

Mr. Whitaker says, that the mail from Raleigh to Goldsboro', is due at the latter place at 8 o'clock, P. M. It arrives at 11 P. M., 12 P. M., and sometimes as late as 10 o'clock in the morning, when he distributes it, although not bound to do so. If a fault exists, it is with the contractor.

Now, we have no wish to "kick up a row," but still, when mail failures occur, to the detriment of our business, by preventing us from laying important matter before our readers, we consider it a duty we owe to all concerned, to try and find out the place where such failures occur; and to endeavor to have them guarded against in the future. We failed to receive a mail from Raleigh on the 11th of November; on the 2nd of December,—on Dec. 8th, the letter failed, but came next day, together with that due that day, in the Raleigh package; so that failure must be set down to Raleigh,—on the 10th Dec.; on the 11th December, the mail due the 10th, came through, but that for the 11th, did not. Our Raleigh Correspondent assures us that in all cases his letters have been placed in the post office in time; so that, when they fail to arrive in due season, it must be owing to something wrong somewhere on the line. It would seem that the Post Master at Goldsboro' is only certainly responsible for one failure; and that he is called upon to perform duty at improper hours, owing to the non-arrival of the stage in time; and, is, probably, much more sinned against, than sinning;—at the same time that we must say, that his was the only office to which we had traced any failure. Perhaps, as we have above said, another is chargeable to Raleigh.

We might, perhaps, add, that we have always felt assured that none of the delays occurred at this office, where every exertion is made to be punctual and accommodating.

GOV. FOOTE, of MISSISSIPPI.—The mail due from Raleigh, failed again this morning. Neither letters nor papers came through. This is too bad, and we do hope the matter will be investigated by the proper department, in order that things may go on better in future. We intend to note every failure that occurs.

Emphatic Enforcement of Free Trade.

In the British House of Commons, on the 23d or 24th ult., Lord Palmston offered the following resolution, which was adopted by a vote of 468 for it, to 53 against it:—

"It is the opinion of this House that the improved condition of the country, and especially the industrial classes, is mainly the result of the recent legislation, which has established the principle of unrestricted competition, and has abolished the taxes imposed for the purpose of protection. That it is the opinion of this House that this policy followed, maintained, and practically extended, will best enable the industry of the country to bear its burdens, and thereby assuredly promote the welfare and contentment of the people. That this House is ready to take into its consideration any measure consistent with these principles, which—in pursuance of her Majesty's speech made before them—may be offered by her Majesty's ministers."

This is in every way, one of the most signal triumphs of the Free Trade policy, and settles at once and forever the idea of protection in Great Britain. Indeed, this doctrine is fast losing ground throughout the commercial world, and will soon cease to have a foothold.

The Judge-ship.

Our neighbors of the Herald and Commercial have been proposing the name of a very worthy gentleman of the Whig party, Wm. A. Wright, Esq., for the seat on the Superior Court Bench, left vacant by the promotion of Judge Battle. They argue, and we think strongly and with truth, that at no point in the State, is a resident Judge so much needed as at Wilmington. In this we fully concur, and beg leave to propose the name of a most worthy, competent and able Democratic lawyer of this town, H. L. Holmes, Esq. No word of praise is needed from us. Mr. Holmes' character and acquirements require no endorsement from us, and his honesty and fidelity none will question.

We may add, that Mr. Holmes will first hear or read of this matter as coming from us in the columns of the Journal. We do not even know that he would accept it; but nevertheless, we think it his due, and have made the motion as an act of justice, and also because we know it to be in accordance with the wishes of his and our political friends, as well as of a large portion of the community, who take comparatively little interest in politics.

CONGRESS.—We do not see that any thing of interest has yet been done in either House. On Monday a parcel dropped from the hands of a lady in the gallery of the Senate, which fell, point downwards, upon the head of Senator Pearce, of Maryland, cutting him severely but not seriously. The contested election case from Kentucky occupied the Senate the most of the day.

That portion of the President's Message having reference to the Tariff formed the chief topic of discussion in the House, upon the question of its reference to a select committee. As we have said before nothing will be done with the Tariff at this session.

The Alumni of the University of Virginia have on foot a project to raise by subscription \$2,500 for the purchase of Raphael's immortal picture, the "School of Athens."

We find the above item going the rounds of our exchanges. Of course it must mean the purchase of a copy. The painting itself could not be bought for fifty times the amount mentioned; nor, indeed, could it be purchased at all.

GOV. FOOTE, of MISSISSIPPI.—The eminent banker of Washington City, has proposed to build a certain number of residences for the members of the Cabinet, and to transfer them to the Government at the actual cost.

We have always been of opinion that the Vice President and the members of the Cabinet should be supplied with furnished residences by government. A Cabinet officer is never certain how long he may remain, and the salary does not justify a man of moderate means in sitting up a house in a style in keeping with the position he is called upon to occupy, and the company he must entertain, even should he remain the full term of four years, and still less does it justify him if he stays for a shorter period. In case of death or resignation, near the close of a Presidential term it is very difficult to supply the Cabinet vacancy on this account.

W. H. McDonald, the popular advertising agent at New York, has been presented by some of his friends with an iron safe, as a mark of their appreciation of his fidelity and his business. Mr. Childs, one of those in whose behalf the safe was presented, made a speech on the occasion, which was happily responded to by Mr. McDonald.

NEW ORLEANS, Dec. 13.—Later advice from Mexico state that Urrutia had secured a revolutionary army of 10,000 men.

NORTH CAROLINA LEGISLATURE.

RALEIGH, Saturday, Dec. 11, 1892.

SENATE.—The Committee on Corporations reported the bill to incorporate the Jacksonville and New River Plank Road Company, and recommended its passage.

Mr. G. W. Caldwell offered a resolution instructing the Public Treasurer to pay over to the North Carolina Central Railroad the sum of \$100,000, being the first installment due by the State on stock subscribed by the State in said Company. The resolution passed three times, under a suspension of the rules.

The following engrossed Bills from the House of Commons, were read and passed first time: Bill for the better regulation of the town of Clinton; Bill to amend the act to incorporate Yadin Plank Road Co.; and the following bills passed a third reading: Bill to regulate appeals to the Supreme Court, from the six Judicial Circuits; bill to amend the 53d sec. of the 34th chap. of Rev. Statutes; bill to incorporate the Franklinville Manufacturing Co., in Randolph county; bill to alter the line between Buncombe and Henderson counties; bill to incorporate the Swift Creek Plank Road Co.; bill to emancipate James Hastler, (1); bill to incorporate the North Carolina Mining Co.

The bill to repeal the county of Jackson, was returned from the House of Commons, with an amendment, which proposes to organize said county. The Senate refused to concur in the amendment.

The bill to incorporate the North Carolina and Atlantic Railroad Company—or to extend Central Railroad Law for the incorporation of the same—was read a second time. Mr. Hoke proposed an amendment, in the shape of making an appropriation of \$2,000,000 to extend West to Knoxville. A very lengthy debate ensued on this amendment. Western members advocating it, and Eastern members opposing it. The bill was passed.

The afternoon was taken up by both branches of the Legislature in making appointments for Magistrates.

In the House of Commons, Hestonfield Bill is still under consideration. Mr. D. Caldwell moved an amendment, that any other kind of property except the freehold, shall be subject to execution; but rejected. Mr. Avery moved to amend, by adding that no husband shall be entitled to avail himself of the provisions of the act, if the wife is entitled, in her own right, to any lands to the value of \$500; adopted. The bill to incorporate the Ladies' Benevolent Society in the town of Wilmington, was reported from the committee on Corporations. There is a bill to amend the act for the incorporation of the Ladies' Benevolent Society, and our fair friends may consider themselves incorporated into a body—to sue, and be sued—to hold property, &c.

Last week I said the Legislature had been in session six weeks—should have said nine, as to-night makes just ten.

I mentioned, in yesterday's letter, that a Mrs. Perry had been found dead; since then, I learn that a negro has been arrested and imprisoned, charged with having finished the work commenced by the husband, and the husband wounded—the negro killed. We had to contemplate.

RALEIGH, Dec. 13, 1892.

DEAR JOURNAL.—Daniel W. Curtis, Esq., present incumbent, was re-elected Treasurer of the State today on first ballot. Calvin H. Wiley, Esq., was elected Superintendent of Common Schools.

The House of Commons, after the joint resolution to adjourn on Wednesday next. They have now appointed the 22d for the day of adjournment.

The House bill to incorporate the Ladies' Benevolent Society of Wilmington passed three times, under a suspension of the rules.

The bill to amend the act defining the duties and powers of Turnpike and Plank Road Companies, Mr. Marchison introduced a bill to incorporate Cherish Division Sons of Temperance.

Mr. Clark introduced bills to incorporate the Tarboro' and Edwells, and the Tarboro' and Joyner Roads Co.

The N. C. and Atlantic Railroad bill occupied a large portion of the morning, and the whole of the evening session. Mr. Washington, of Craven, advocated its passage with great ability, and also, did Mr. Lillington, of Davis, formerly of Wilmington.

A vote to postpone indefinitely, was taken this afternoon, and resulted, for 21, against 26; the vote on the amendment of Mr. Hoke, has not been taken.

A small amount of business was done in the House today. The W. C. and Tennessee Railroad was under consideration for a short time—amended, and left to slumber on.

The bill providing for the establishment of a Bank at Concord, was rejected.

A number of bills for the incorporation of Societies, were read and passed.

The Senate resolution to pay the State's first installment in the Central Road—\$100,000—passed three readings.

W. D. Cook, Esq., gives an exhibition of the exercises of the Deaf, Dumb and Blind, in the Commons Hall to-night.

FOUR DAYS LATER FROM EUROPE.

The Steamship Arctic arrived at New York on the 14th inst., with dates from Liverpool to the 1st inst., and from Havre to the 27th ult. Cotton had advanced 1/4 to 1/2 lb. per lb. The quotations are fair Orleans 6 1/2; middling Orleans 5 1/2 to 5 1/4; fair Mobile 6; middling Mobile 5 1/2 to 5 1/4; middling Uplands 5 1/2 to 5 1/4. The imports of the past three days have been 24,000 bales.

Wheat had advanced 1/4; Flour 6d., with an active market. Corn unchanged, with a moderate business at previous rates.

From the Raleigh Standard.

On Friday, the 2d of December, 1892, the Free Suffrage bill was read in the Senate of North Carolina, twenty-seven Democrats and six Whigs voting for it, thirty-four voted two-thirds of the Senate being necessary to pass it, and the following Whigs against it:—

Messrs. Albright, Bynum, Cowper, Gilmer, T. F. Jones, Joyner, Kelly, Lane, McQueen, Mitchell, Palmer, Parks, Richardson, Thompson, and Wooten.

The Speaker of the Senate, Mr. Edwards, a Democrat, declined to vote. He might have passed the bill; and either one of the above-named Whigs might have done the same. The responsibility rests therefore, on these sixteen Senators.

And in the House, on Wednesday last, the Free Suffrage bill having been offered again, and put upon its first reading for a three-fifths vote, it was rejected, the following Whigs voting against it:—

Messrs. Albright, Alford, Amis, Brooks, Caldwell of Guilford, Carnichael, Cherry, Collins, Cook, Erwin, Euse, Farr, Gentry, Harris of Cabarrus, Holman, Johnson, Jones, Lowry, Miller, Perry, Sanders of Johnston, Shimpcock, Simons, Smith, Spruill, and Thompson.

Mr. Vaughn voted in the negative in order to obtain the right to move to reconsider; which he did, and the bill will again come up for action to-day, Friday.

Seventy-two votes are required to pass the bill, being three-fifths of the whole number of members. The same bill is also pending in the Senate.

In order that our readers may clearly understand the matter, we will repeat the condition in which the question stands: The Free Suffrage bill, which was expected to be passed this session, required a two-thirds vote; and that bill has been defeated in the Senate. Had it passed, the people would have voted directly on the question at the polls; but having failed to pass, the bill has been referred to the Commons and Senate. If it should pass this session by the three-fifths vote, it will then stand for a two-thirds vote in the next Assembly; but if it should fail, the measure will have been thrown back four years—that is, it will require two sessions of the Assembly to perfect it, and the subject will be the people's.

Messrs. Euse, Alford, Gentry, Simons, Stiles and Watters, who voted for the bill on its passage through the Commons on the 19th of last month, voted against it on Wednesday last. Several members were absent on the last vote, and some of the Whigs declined to vote. Ten Whigs voted for the bill on Wednesday last, and fifty-four Democrats.

We are determined that the people of the State shall know the men who are opposed to this fundamental principle of free government; and hence we have spread out before them the names of the men who are opposed to the bill. They are equal at the ballot-box—would look much better on the journals of the British or Canadian Parliament than it does here, in Republican North Carolina.

We hope the constituents of these men will file their names away for future use. The fact that this great measure will never cease until it triumphs, and the longer it is delayed the more profound and overwhelming will be the popular indignation against its opponents. Indeed, the people would be untrue to themselves and to their posterity, if they should not call to account the men who are now and hereafter, those who have thus trampled down a great principle and defied their will.

FROM HAVANA.

The United States mail steamship Cherokee arrived at New Orleans on the 6th inst., from New York, via Havana. She was well received at Havana, and allowed communication with the city as usual. The land and sea forces, and mail, and her officers were treated with the utmost courtesy by the Spanish officials. The Captain of the Port intimated to Captain Baxter that the difficulty regarding Purser Smith was now definitely settled, and that no further trouble would ensue.

The Havana papers exult greatly over the affidavit of Smith, as a triumph over the Yankees.

All excitement on this subject has subsided.

The following is the Proclamation of the Captain General, dated November 29:—

Whereas, the Queen of Spain at Washington, having directed to me a note through His Excellency the American Secretary of State, accompanied by an affidavit of Mr. W. Smith, the Purser of the Crescent City, in which he disavows having at any time been the bearer of any communication or declaration to injure the Government, and asserts himself innocent of the charges laid against him. Therefore, the cause which led to the issue of my proclamation of the 4th of September last having been removed, you will hereafter place no obstacle to the entrance of this individual or the vessel in which he is employed.

Signed, VALENTINE CANEDO, Captain General.

To the Captain of the Port of Havana.

THE IRON TRADE IN SCOTLAND.

In Glasgow and its suburbs there are no less than thirty eight iron foundries, all in full operation, besides two new buildings, and three old ones under construction. The extensive malleable iron works of the West of Scotland Iron Company, at Motherwell, near Glasgow were lately exposed to sale at the upset price of £23,000 and sold, after a keen competition, for £24,050 to the Glasgow Iron Company.

These works have been in the hands of the Glasgow Iron Company for some time past, and the price of coals has risen. Should prices continue as at present, the Herald declares that the Messrs. Baird of Gartsherrie, we presume "will realize near £100,000 a year of additional profit on the produce of their own furnaces."

If the English masters ever had to draw the iron from the Scotch furnaces, they would now appear to have it. The North British Mail, in reference to the present and prospective state of affairs, says: "Does the increase in shipbuilding, which may warrant a rise in plates and bars, justify the advance in pig iron of six pence per ton? or will shipbuilding, though it works three times the extent it now is, take away the yearly surplus of iron that is now made? We think not."

If the railway mania of 1845 and 1846 could not clear away the stock that the few furnaces then in existence could produce, how can it for a moment be thought that even a great and steady increase in the output of the railway mania again can take away what the lately discovered ores of the counties of Ayr, Durham, Northampton and Cumberland are adding to the production? In Glasgow and neighborhood alone we have surplus of 400,000 tons, which speculators are busy putting into the sea stores, where, in 1846, many of them left their fortunes behind them.

The last report of the Glasgow market conveys an intimation which may perhaps check the mania which appears to be breaking out in more quarters than one. It says: "Our pig iron market opened good this week at 60s., but has since declined to 57s. cash, for warrants, at which rates were made today for prompt payment. The late advance has materially interfered with both shipments and local consumption, and the very large quantity of iron being delivered into store had quite alarmed the trade here, who now operate with great caution. The stock is decidedly on the increase."—Glasgow Paper.

A Hospital Murder.

Letters were received here last week, from Hyde, Tyrrell and Beaufort Counties, stating, that Washington Carroway, a citizen of Hyde County, some fifty years of age, and many years a Baptist Preacher, lately, on some frivolous pretext, knocked his wife down with a chair, and beat her with a stick until she continued to bleed, and then seized a large stick and continued to beat her, and finally, when she was lying motionless on the floor, he interfered to prevent her being murdered. Whereupon Carroway took her to his room, and laid her on a bed, and left the house.

A few days afterwards, say on the 15th of last month, Lassier, a man of the name of Lassier, who stood near the Public well, when Carroway, seeing him pass, took his gun and ran through his field to cut him off, and overtook him in the Savannah and shot him dead: then took up his victim, and carried him some half mile into the swamp, and threw him face down into the mud, and stamped him below the surface of the mud, and covered him over with brush, and then ran off, and made his escape from the County, and eluded pursuit. When last seen, he was at Washington enquiring the way to the Wilmington Railroad, and it is supposed, has pushed for the South and probably for California. He had been a hard working man and accumulated some five or six thousand dollars worth of property. He had married three times, and has children by each marriage; and horrible to tell, circumstances have now come out, that strongly indicate, that both of his deceased wives came to their deaths by his hands! Mr. Lassier was an educated man, very much of a gentleman, and was employed in teaching Geography upon some new principle and had not been long in Hyde County. It is to be hoped that the fleeing murderer will not succeed in making his escape from justice.

Railroad Register.

INVESTMENTS IN MANUFACTURES.—The Boston Journal says:—

The total cost of investment is now turning strongly towards factory work, and is beginning to show out brilliant prospects in the way of dividends. A very important change in several branches of the manufacturing business has been going on during the last six months. The demand for domestic goods has increased, and prices have advanced sufficiently to yield

A vertical strip showing the binding edge of a book. The left side is a dark, textured cover, and the right side is a lighter, possibly white, page. The binding is visible in the center, showing some wear and a slightly irregular edge.

